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"HONGKONG TELEGRAPH".
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The Hongkong Telegraph.

ESTABLISHED 1881.



NEW SERIES No. 205

日六十月十一十二精光

MONDAY, DECEMBER 2, 1895.

一月二十英港

THIRTY DOLLARS
PER ANNUM.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq.—Chairman.
A. McConachie, Esq.—Deputy Chairman.
Hon. J. Bell-Irving, Esq.
G. B. Dodwell, Esq.
M. D. Eckel, Esq.
R. M. Gray, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKER—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent,
per Annum on the daily balance.

INTEREST OF FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum;
For 6 months, 3½ per Cent. per Annum;
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager,
Hongkong, 1st November, 1895. [185]

HONGKONG SAVINGS BANK:

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1895. [184]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Subscribed Capital \$500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillies, Esq. Chow Tung Shang, Esq.
H. Stoltzfoht, Esq. Kwan Ho Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months, 5 per Cent.
Hongkong, 23rd October, 1895. [187]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL \$1,500,000
SUBSCRIBED \$1,185,000
PAID-UP \$685,500

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON NEW FIXED DEPOSITS—

For 12 Months 4 per cent.
6 " 3½ "

3 " 3½ "

DEPOSITS RENEWED ON OLD TERMS:

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 2nd August, 1895. [188]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHARE-HOLDERS \$800,000
RESERVE FUND \$35,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.

ON Fixed Deposits for 12 months... 4 per cent.

" " 6 " 3½ "

" " 3 " 3½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [189]

INSURANCES.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 28th May, 1895. [190]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted on all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 28th May, 1895. [191]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000. \$833,333.33

RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.

LEE SENG, Esq. LO YEEU MOON, Esq.

LOU TRO SHU, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken

at CURRENT RATES to all parts of the World.

HEAD OFFICE, S. & S. PRAYA WEST.

Hongkong, 17th December, 1895. [192]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

38, QUEEN'S ROAD CENTRAL.

Sole Eastern Agents for

SPINCTOR GRIP ARMoured HOSE.

THE NEW WIRE WOVEN ROOFING CO.

THE ALUMINUM & GENERAL FOUNDRY CO.

ALL GOODS BEARING TRADE MARK GUARANTEED.

W. JACKSON, Manager.

Hongkong, 26th September, 1895. [189]



DAGGER
PACKING
SPECIAL DAGGER PACKING
FOR HIGH-PRESSURE, ROUND
OR SQUARE.
ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.

ALL GOODS BEARING TRADE MARK GUARANTEED.

W. JACKSON, Manager.

Hongkong, 1st November, 1895. [189]

CHRISTMAS AND NEW YEAR CARDS.

IN EVERY STYLE AND PRICE.

KELLY & WALSH, LIMITED.

Hongkong, 15th November, 1895. [190]

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT GOLDEN MEDAL

PETROLEUM ENGINES

OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour

A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars given on application.

SCHEELE & CO., HONGKONG,

SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

MONTESSO'S

MONTHLY RATES FOR

AT H.K. HOTEL

15.00 20.00 45.00

BREAKFAST Tiffin Dinner ALL 3 MEALS

MONTESSO'S

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MONTESSO'S

THE HONGKONG TELEGRAPH, MONDAY, DECEMBER 2, 1895.

To-day's
Advertisements.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 2nd December, at 9.10 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend. Hongkong, and December, 1895. [1658]

NOTICE.

MY Brother Mr. EDMUND HUMPHREYS, my Son Mr. HENRY HUMPHREYS, Mr. HART BUCK, and my Nephew Mr. JOHN AMBROSE JUPP have THIS Day been admitted into PARTNERSHIP in my FIRM of JOHN D. HUMPHREYS & SON. INO. D. HUMPHREYS, Hongkong, and December, 1895. [1652]

THE EASTERN EXTENSION THE GREAT NORTHERN AUSTRALASIA & CHINA TELEGRAPH COMPANY, OF COPENHAGEN. HONGKONG STATION.

NOTICE.

FROM TO-MORROW, the 3rd December, and until further notice, the charges for TELEGRAMS to EUROPE, via CABLES, will be collected at all the COMPANIES' STATIONS in CHINA and HONGKONG at the rate of \$2.00 per word.

For TELEGRAMS to the ATLANTIC CABLE charges will be added.

L. WEBSTER,
Acting Manager-in-Charge.

Hongkong, and December, 1895. [1673]

WANTED.

A POSITION in a Mercantile Firm by a Gentleman who is well up in GERMAN, FRENCH and DUTCH. Has no objection to accepting a position in a General Store. Good references.

Apply to
B.
c/o Hongkong Telegraph Office.
Hongkong, and December, 1895. [1674]

FOUND.

A SMALL DOG, STRAYED, can be called for at Customs Station, Kowloon City, Hongkong, and December, 1895. [1675]

GOVERNMENT NOTIFICATION.

BUILDING MATERIAL FOR SALE.

IT is hereby notified that the BUILDING MATERIAL contained in and comprising certain Houses within the RESUMED AREA of TAIPINGSHAN will be put up to Sale at PUBLIC AUCTION, on WEDNESDAY, the 4th December, at 3 o'clock in the Afternoon.

The Sale will take place at the junction of SQUARE STREET with MARKET STREET.

For Particulars apply at the PUBLIC WORKS OFFICE.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 21st November, 1895. [1667]

PARTICULARS AND CONDITIONS
OF ABOVE SALE.

(1) The Sale will include all material contained in and comprising above ground, level the premises recently known as—

Numbers 2, 4, 6, 8, 10 and 12, TAIPINGSHAN STREET.

Number 12, 14, 16, 17, 18, 59, 60, 61, 62,

63, 64, 65, 66, 67, 68 and 69, EAST STREET.

Numbers 47, 50, 61, 63, 65, 67, 69 and 71, SQUARE STREET.

(2) The highest bidder shall be the purchaser of the lot and if any dispute arise between two or more bidders the lot in dispute shall be put up again at the former bidding.

(3) The purchaser shall pay into the Colonial Treasury within three days of the date of Sale the amount bid.

(4) The purchaser of each lot shall remove the whole of the material above ground level within one calendar month from the date of sale in an expeditious and workmanlike manner to the satisfaction of the Director of Public Works.

(5) The purchaser of each lot shall at his own risk and responsibility make such arrangements as may be necessary for securing the safety of the public, his workmen and adjoining property during the removal of the material, and shall make good all damage arising to persons or property out of the process of the work.

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 21st November, 1895.

GOVERNMENT NOTIFICATION.

No. 490.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 9th day of December, 1895, at 4 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 23rd November, 1895. [1668]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 9th day of December, 1895, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. | Square-foot. | ft. | inches. |
|--------------|--------------|---------------|------------------------|--------------|-----|---------|
| | | | N. S. E. W. | | ft. | in. |
| Island | | Morrison Hill | ft. ft. ft. ft. | ft. | ft. | in. |
| Lot No. | 1,357 | Road | 50 50 60 60 | 3,000 | 34 | 660 |

To-day's
Advertisements.

MEMORY

CITY HALL

TO-NIGHT
(MONDAY), the 2nd December, 1895,
AT 9 P.M.

Under the Distinguished Patronage and in the presence of

H.E. Sir WILLIAM ROBINSON, K.C.M.G., and Suite, and of

H.E. General BLACK, C.B., Commander of H.M.'s Forces in China and Hongkong.

Col. WILLIAM E. HUNT, U.S. Consul and others.

THE WORLD-FAMED SCIENTIST AND LECTURER.

Professor A. LOISSETTE, Professor A. LOISSETTE, Professor A. LOISSETTE.

Admittedly the GREATEST MEMORY PSYCHOLOGIST, GREATEST MEMORY PSYCHOLOGIST, GREATEST MEMORY PSYCHOLOGIST, will deliver his Celebrated Popular Lecture on

ASSIMILATIVE MEMORY, how to Attend and Never Forget, at above time and place.

TICKETS:—\$2 and \$1.

On Sale at Messrs. KELLY & WALSH, LTD, until 5 P.M., and at City Hall 8.30 P.M. Lecture at 9 P.M.

An Instruction Course of Three Lectures to follow; see future announcement.

Professor LOISSETTE is the Only Scientific Memory System. The Only System which guarantees a good all-round Memory and Cure of Mind-Wandering, and the Only System which is perfectly understood from Lectures only.

MAIN OFFICES:—

New York, 237, Fifth Avenue and London, 200 Regent Street.

(formerly 37, New Oxford Street).

Branches:—Calcutta, Capetown and Sydney, Hongkong, and December, 1895. [1655]

FOUND.

A SMALL DOG, STRAYED, can be called for at Customs Station, Kowloon City, Hongkong, and December, 1895. [1675]

PROFESSOR C. J. WHITNEY, The well-known American READER, CHARACTER DELINEATOR and HUMORIST, under the Management of S. J. LEVY.

Will appear in SELECTIONS FROM POPULAR WRITERS OF THE DAY.

Programme will be announced later.

TICKETS now on Sale at W. ROBINSON & CO'S.

Social Events to and from Peak.

Hongkong, 2d December, 1895. [1663]

MOUNT AUSTIN HOTEL.

Under the Distinguished Patronage of

His Excellency Sir WILLIAM ROBINSON, K.C.M.G.

SATURDAY EVENING, 7th December, 1895, AT 9.30.

PROFESSOR C. J. WHITNEY, The well-known American READER, CHARACTER DELINEATOR and HUMORIST, under the Management of S. J. LEVY.

Will appear in SELECTIONS FROM POPULAR WRITERS OF THE DAY.

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(5) The purchaser of each lot shall at his own risk and responsibility make such arrangements as may be necessary for securing the safety of the public, his workmen and adjoining property during the removal of the material, and shall make good all damage arising to persons or property out of the process of the work.

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Colonial Secretary's Office,
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THE HONGKONG TELEGRAPH, MONDAY, DECEMBER 2, 1895.

This part of Kobe was officially declared free of infectious diseases a few days ago.

The Mercury's Tientsin correspondent states that Wu Tung-fang (Ng Choy), has been appointed foreign interpreter and legal adviser to the Taungli Yamen, a similar position to that which he held with the Tientsin Vice-roy and Customs Tao-tao. We continue—"This is a step in the right direction and the need of such a man was greatly felt at Peking. Formerly that post was held by Dr. Martin, of the Peking College, but he lacked legal training and knowledge. We cease to be, however, the director of the Tientsin Literary and Scientific College.

A meeting of the Sanitary Board will be held to-morrow, the 3rd instant, at 4:15 p.m. Orders of the day are:

1. The President will move—"That the Medical Officer of Health be appointed, under the provisions of Section 3 of Ordinance 11 of 1895, member of the Select Committee controlling the work connected with the removal of illegal cubicles and illegal cocklofts, the stopping of the illegal occupation of basements, and seeing that common lodging-houses are properly occupied."

2. Bye-laws for regulating the offensive trades of bone-boiling, tallow-melting, fat-melting and fat-extracting.

This grave old prison of Holloway must have felt itself deserted by the proceedings which were held there during the latter end of October. It was necessary to hold a meeting of directors of the notorious Ballou group of now insolvent companies, and as so many of the guiding "stars" of these companies were then enjoying the hospitality of the Crown within the walls of that well-known establishment in "northern latitude" the authorities permitted the meeting to be held in the gaol. Probably a scatment of melancholy permeated that meeting which must have been shorn of the profuse hospitality which was accorded by the companies to the directors in times that, fortunately, now are no more.

OUR young friend "Jack" E. Humphreys, the youngest son of Mr. John D. Humphreys, who, as we announced the other day, proposes to keep us all up to time with his very own "Clock," has been distinguishing himself in aquatic circles at home. London sporting papers received by the mail on Saturday state that he and a fellow-clubman named Durham have been giving exhibitions of "fancy" swimming and diving at all the principal aquatic sports in London this season, and have fairly surprised the best judges of the art, so much so in fact that they received an invitation to give a private exhibition before the Duke of York and a select party, admission to which was, when the mail left, eagerly sought by the highest in the land. Bravo, "Jack!" May your success in life generally be commensurate with your recent brilliant achievements in "London town."

A MEETING of the Legislative Council will be held on Thursday, 5th instant at 3:30 p.m.

BUSINESS:

1. Report of the Finance Committee.
2. Report of the Public Works Committee.
3. Questions.

ORDERS OF THE DAY:

1. First reading of a Bill entitled "An Ordinance to amend the Law as to certain Monies paid into the Supreme Court or to the Receiver thereof."

2. First reading of a Bill entitled "An Ordinance to further amend 'The Stamp Ordinance,' 1886."

3. Second reading of the Bill entitled "An Ordinance to apply a sum not exceeding two millions four hundred and seventy-nine thousand and sixty-two Dollars to the Public Service of the year 1895."

4. Second reading of the Bill entitled "An Ordinance to amend 'The Widows' and Orphans' Pensions' Ordinances of 1890 and 1891" (No. 30 of 1890 and 18 of 1891).

5. Second reading of the Bill entitled "An Ordinance to further amend the Police Force Consolidation," 1887."

6. Second reading of the Bill entitled "An Ordinance to authorize in certain cases judicial investigations into the causes of fire."

7. Second reading of the Bill entitled "An Ordinance to provide for the recognition in the Colony of Probates and Letters of Administration granted in British Possessions."

8. Second reading of the Bill entitled "An Ordinance to further amend 'The Bankruptcy Ordinance,' 1891."

9. Second reading of the Bill entitled "An Ordinance to further amend 'The Cattle Diseases, Slaughter-Houses, and Markets Ordinance,' 1897."

N.B.—There will be a meeting of the Finance Committee immediately after the meeting of Council.

THE CHINA GAZETTE learns that the mysterious survey at present being conducted in this neighbourhood of Shanghai, by the Governor of Soochow, with some officials, and a couple of foreigners, is undertaken on behalf of the John Cockerill Company of Belgium, who have in some way guaranteed a portion of the preliminary expenses. No contracts have been signed, though the Vice-roy Chan Chi-ling is naturally very kind and encouraging to the gentlemen who have so thoughtfully placed their time, their talents, and their advice at his service. The Cockerill Company have, however, done very well out of Chang-wei, his unfortunate and improvable white elephant schemes in Central China, and no doubt the survey is undertaken largely out of that kind gratitude which the cynic has so aptly described as a lively sense of "lourours to come." However that may be, the *Gazette* truly trusts that something tangible may come out of the survey, and that it will not be forgotten as soon as the engineers' instruments are packed away, and their reports safely pigeon-holed in Nanking.

ALICE MEMORIAL AND NETHERSOLE HOSPITALS
Statistics for November, 1895.
A.M.H. N.H.

In-Patients remaining in Hospital on 1st November 29 23
In-Patients admitted to Hospital during November 26 28

Total number treated as In-Patients 55 51
Of these there were:—
Discharged cured 28 10
Discharged relieved 12 15
Discharged on other grounds 2 4
Died in Hospital 0 42 3 34

In-Patients remaining in Hospital on 1st December 23 17
Out-Patients, new cases 935 35
Out-Patients, return visits 756 30

Total number of Out-Patients visits 1601 65
JOHN C. THOMSON, M.D., M.A., Superintendent.

The returns of the number of visitors to the City Hall Museum for the week ended Dec. 1st, 1895—Kwangtung, 1431 Chinese, 1,715 total.

On Saturday evening next the Hongkong public will be afforded an opportunity to witness a rare treat in the humorous and dramatic Recital to be given by the favourite American reader, Professor C. G. Whiting, at Mount Austin Hotel. Professor Whiting has just arrived in our city, having completed very successful engagements in the principal cities of the United States and Canada; and is now making a tour of the world. His programme consists of highly dramatic and intensely amusing recitations from the most popular authors and humorous writers of the day; the impersonation of quaint characters, and imitations of numerous dialects. He is said to be possessed of a magnetism of high degree, and has the happy faculty which proclaims the true artist, of becoming a favourite with his audience at once and holding it as with a mesmeric power until he has finished speaking. His programme on Saturday evening will be principally of a humorous nature, but will be interspersed with enough pathos and tragedy to show a versatility possessed by few artists in this line of business. If we may be guided by expressions of opinion on his performance at cities where he has appeared we can safely assure all who can find it convenient to attend, an evening's entertainment far above the average, and one that we rarely have the privilege of enjoying.

THE "EDGAR" CALAMITY.

Mr. C. E. Lloyd-Thomas, one of the officers of H.M.S. *Edgar*, wrote to a friend in Yokohama brief particulars of the recent drowning of a number of members of that vessel's crew, and the following extract from his letter has been published in the *Yokohama Herald*. The letter is dated H.M.S. *Edgar*, Chemulpo, November 13th:

"A fearful accident happened the day before yesterday. My company and five officers (that includes Mr. Birrell, Rymer, myself, Hobson and Macwhorter) were landed on an island for company drill. After finishing drill we marched back to the boat and embarked for the ship; seas began to come in over the bows and she was filling, so we turned round and made for the shore. When about 600 yards off the shore she filled and sank. Nearly everybody jumped overboard at once, but I couldn't, as I was in the bottom of the boat trying to bail out. When she sank I swam clear, and then swam back to get hold of something and found about a foot of the mast sticking up. I held on to that for a short time and then it sank. I then swam about looking for something and saw Hobson with a breaker and joined him, but we found it sinking and we had to look out for something else and I was just starting to swim for shore when I saw two men with a breaker, so I joined them, and just put my finger through the breaker keeping myself afloat until I was picked up by a Russian steamboat. We were in the water 25 minutes, temperature 48, and tem. of air 40. All of the officers were saved, but only 18 men, making only 23 out of 71. I am afraid the men lost their heads completely, for they seemed to let go of things they had hold of. Our poor little drummer was picked up unconscious and died afterwards."

THE LATE MR. POON PONG.

Nihil quod sitq[ue] non ornauit.

Though the sad event had not been altogether unexpected by his more intimate friends, yet those who had the honour and pleasure of close friendship with him, in common with the great mass of the general public of all nationalities received the news of the death on Wednesday last of our esteemed fellow-citizen Mr. Poon Pong with the deepest sense of regret, as we intimated at the time. The deceased was first taken seriously ill about six weeks ago, and although all that human skill and ingenuity could possibly devise was done for the patient yet so persistent was the attack of diabetes, which caused his death, that all attempts to arrest the progress of the disease were of no avail and at length all hope of saving the useful life of him whose loss we mourn to-day had to reluctantly abandon and he gradually sank into the deep sleep from which there is no awakening.

Mr. Poon Pong, who was 57 years of age, was born in the historical neighbouring city of Canton. A cautious financier, a man of action when action was needed, instant in season and out of season, warm-hearted, and liberal, kind yet firm, and above all a man of the strictest integrity, Mr. Poon Pong for years past held an enviable position in commercial circles here, in Canton, and, indeed, throughout the open ports of China. But not only was he highly esteemed by business-men of all nationalities (who were ever ready to accept his word with the same certainty as they would many men's bonds) but he was loved by the needy, the fatherless, the unfortunate, many of whom now deplore the loss of one who was to them a "friend in need."

The deceased at the time of his death was Manager-in-Chief of two flourishing native Banks which are to-day supplying what had been a long-felt want, and he was a member of various Boards of Direction of public companies, including such well known limited liability concerns as the Hongkong, Canton and Macao Steamboat Company, the Land Investment Company, the High-level Tramways Company, and he was also a member of the Committee of the Tong Wah hospital.

Words of sincerest sympathy and every mark of tender and delicate respect could alleviate the sorrow which now overwhelms his family on account of the sore affliction which has come upon them; they would be even now fully compensated. From far and near tokens of esteem for the dead and sympathy with the living have come; Government officials, bankers, foreign and native, the heads of many prominent foreign firms, clerks, Compradores, and others of both high and low estate have all contributed tokens of their respect for a gentleman of whom it may truly be said, "he touched nothing which he did not adorn."

THE GENERAL.

To-day the mortal remains of Mr. Poon were consigned to their temporary resting place at Lap-sap-wan. The costly coffin containing them was followed along the crowded streets by many scores of sorrowing people, who proved by their presence the respect in which the deceased was held by the general public. The pageant in Monglung today was a tribute of respect

for the memory of Mr. Poon Pong that well signifies that his many good actions will not be forgotten by those who are left to mourn the loss of a true friend.

Long before the time appointed (2 p.m.) for the lengthy *cortege*—the grandest and most numerously attended funeral that we remember seeing in Hongkong—to-morrow from Praya Central towards Lapsapwan, the streets in the vicinity of the deceased's city residence (No. 100 Praya Central) were crowded and those who had been favoured with invitations to attend the ceremony experienced no little difficulty in getting within a stone's throw of the house. Hundreds of

discharged in the sling, might have been of the highest importance in support of this part of defendant's contention. The master states that he was on board during the whole of the loading, that he was under the charter-party expected to superintend the proceedings, and that the stevedore was a man of experience, having stowed the ships of the line to which the French colonies for many years past. The evidence of the proper and commendable care taken in stowing the vessel before proceeding on the voyage. A further duty, however, devolved on the master, "to take reasonable care of the cargo during the course of the voyage." The duty of the master with respect to cargo on board his ship was very carefully considered by Mr. Justice Willes in *Notara v. Henderson* (1879, Q.B. 235), in *De Cuadra v. Spanish* (1886, R.R. 272), referred to in "Abbott on Shipping," 13th ed., pp. 430-31. That learned judge said—"There is a duty imposed upon the master, as representing the shipowner, to take reasonable care of the goods entrusted to him, not merely in doing what is necessary to preserve them on board the ship during the ordinary incidents of the voyage, but also taking reasonable measures to check and arrest their loss, destruction or deterioration by reason of accidents for the necessary effects of which the sea is by reason of the master's conduct liable. The master has stated in his examination in chief that the stowage of the whole cargo was surveyed in Yokohama by Captain Elford, but when the then agents of the ship were requested by plaintiff to let them see the certificate of stowage, the only document sent to them was the report of survey of the hatchway. This led the fact that the certificate of stowage has never, so far as I know, been produced, lead me to the conclusion that the document, though in Yokohama, as stated by the master, is not such as could be advantageously produced here. If cargo has been damaged there is prima facie liability on the part of the master as agent for the shipowner, and it will rest with him to prove that the damage was not caused by want of care or foresight—that is to say, by his negligence. The defendant has failed in this, and the damaged condition of the cargo must therefore be held to be due to causes other than insufficient packing involving liability on the part of the master. Judgment for plaintiff, together with costs."

Mr. Brushfield asked for a stay of execution in order that he might communicate with the agents, but his Honour decided, "the master being charged and held responsible."—*Chronicle*.

THE SMUGGLING CASE.

JUDGMENT.

Judgment was given this afternoon in the case of the master of the steamer *Keweenaw*, charged with converting opium in contravention of the *Prepared Opium Ordinance*. His Worship held that by the provisions of the Ordinance the onus of proving that all reasonable precautions had been taken rested upon the defendant, and no evidence had been brought to prove that such precaution had been taken; and again, the possession or mere fact of the opium being on the ship was prima facie evidence of knowledge on the part of the ship and master unless proved to the contrary. In these circumstances he found the master, Captain Unsworth, guilty, and imposed a fine of \$350 on him; the opium seized to be confiscated.

In the case of the second officer, as no evidence was brought of his knowledge of the presence of the opium, he was discharged.

Mr. Pollock gave notice, on behalf of Captain Unsworth, that the case would be taken to a higher court.

ANOTHER WAR OFFICE SCANDAL.

The Royal Commission, presided over by the Duke of Devonshire (then Lord Hartington), in a voluminous report which was laid before both Houses of Parliament recommended various drastic reforms in the administration of the War Office. We subjoin an extract from a London contemporary which goes far to show that at all events as far as the competitive system for the admission of gentlemen into the service goes, a thorough cleansing of the Augent's stable is demanded. M. Labouchere lately hinted in *Truth* at gross irregularities regarding the examination of candidates. It seems, as is usual with "Lobby's" information, that this was correct, and a very unscrupulous scandal is the result. Our contemporary says—"What looks like a wholesale system of bribery and corruption has been going on for a considerable time in connection with examinations for commissioners in the Militia. The War Office authorities, as usual, have been suspiciously deliberate in taking steps to discover the culprit, who are in all likelihood individuals of some influence and importance in the service. The dishonest practices complained of are now attracting so much attention, not only in military circles but also among the civilian whose friends have suffered, that a searching investigation is promised with a view to terminate the scandal. The revelations made so far point to a systematic betrayal of the contents of the examination papers to favoured candidates who were thus in a position of undue advantage over the competitors. It is to be hoped that no attempt will be made to screen the guilty officials, whose conduct richly merits severe punishment."

INTERESTING SHIPPING CASE.

MITSUI BUSSAN KAISHA v. CAPTAIN BUYERS.

Korea, November 20th.
His Honour, Mr. J. J. Eastle, yesterday delivered judgment in this case as follows:—
"The plaintiffs in this suit claim \$367.18 for alleged damage to certain cargo consigned to them in the S.S. *Europa* and landed at Kobe during the earlier part of this year. The defendant denies indebtendence for two reasons:—(1) perils of the sea, and (2) insufficient packing. The words 'perils of the sea' include all sea damage caused by the violence of wind and waves. For the defence it is alleged that the vessel on various occasions experienced heavy weather, and in support of this the master has given a number of dates on which the ship met with boisterous weather, I say 'boisterous weather' because in the absence of the extended protest which has not been produced at any time, though promised, together with the certificate of stowage so far back as May last by the then agents of the ship, I have carefully considered the entries in the log made on dates named by the master, and I fail to discover anything exceptional—anything, in fact, that could reasonably lead me to infer the ship had on the voyage in question met with any weather other than that ordinarily experienced by ships proceeding from Europe to Japan. I am supported in this opinion by the fact that there is nothing before me to show that the steamer, then on her maiden voyage, suffered in any way. And now as to the insufficiency of packing. But for the question of the care and attention given by the master to the cargo throughout the voyage, the evidence as to the damage which occurred to several of the cases, and more particularly as to what took place with two of them while being

discharged in the sling, might have been of the highest importance in support of this part of defendant's contention. The master states that he was on board during the whole of the loading, that he was under the charter-party expected to superintend the proceedings, and that the stevedore was a man of experience, having stowed the ships of the line to which the French colonies for many years past.

The evidence of the proper and commendable care taken in stowing the vessel before proceeding on the voyage. A further duty, however, devolved on the master, "to take reasonable care of the goods during the course of the voyage."

Mr. Gladstone's latest political flirtation with "O.K."

MR. GLADSTONE'S LATEST POLITICAL FLIRTATION WITH "O.K."

At Claridge's, a superlatively select hotel in the west end of London, resides a lady who is always enshrouded in an atmosphere of what probably seems to her a most delightful mystery, and who is generally suspected of having been at one time an intimate and trusted agent of the government of the Tsar. Her pseudonym consists of the two letters "O.K." and she is supposed to be in closer touch with the inner circle of the political world than any other woman in Europe. One of her most faithful admirers is no less a personage than Mr. Gladstone who, when out of office, has often and glibly communicated with her on matters of no slight importance. His letters to Madame Olga Novikoff (the lady referred to) on the subject of the Bulgarian atrocities excited a good deal of comment at the time, but his most recent outpouring to "O.K." on the Armenian question is altogether beyond the pale of moderation. One is led to suppose and gained to find an ex-minister, and statesman, of Mr. Gladstone's profound knowledge and experience, embarrassing Lord Salisbury by subscribing his signature to such an instrument as the following:—

"Abbott on Shipping," 13th ed., pp. 430-31. That learned judge said—"There is a duty imposed upon the master, as representing the shipowner, to take reasonable care of the goods entrusted to him, not merely in doing what is necessary to preserve them on board the ship during the ordinary incidents of the voyage, but also taking reasonable measures to check and arrest their loss, destruction or deterioration by reason of accidents for the necessary effects of which the sea is by reason of the master's conduct liable. The master has stated in his examination in chief that the stowage of the whole cargo was surveyed in Yokohama by Captain Elford,

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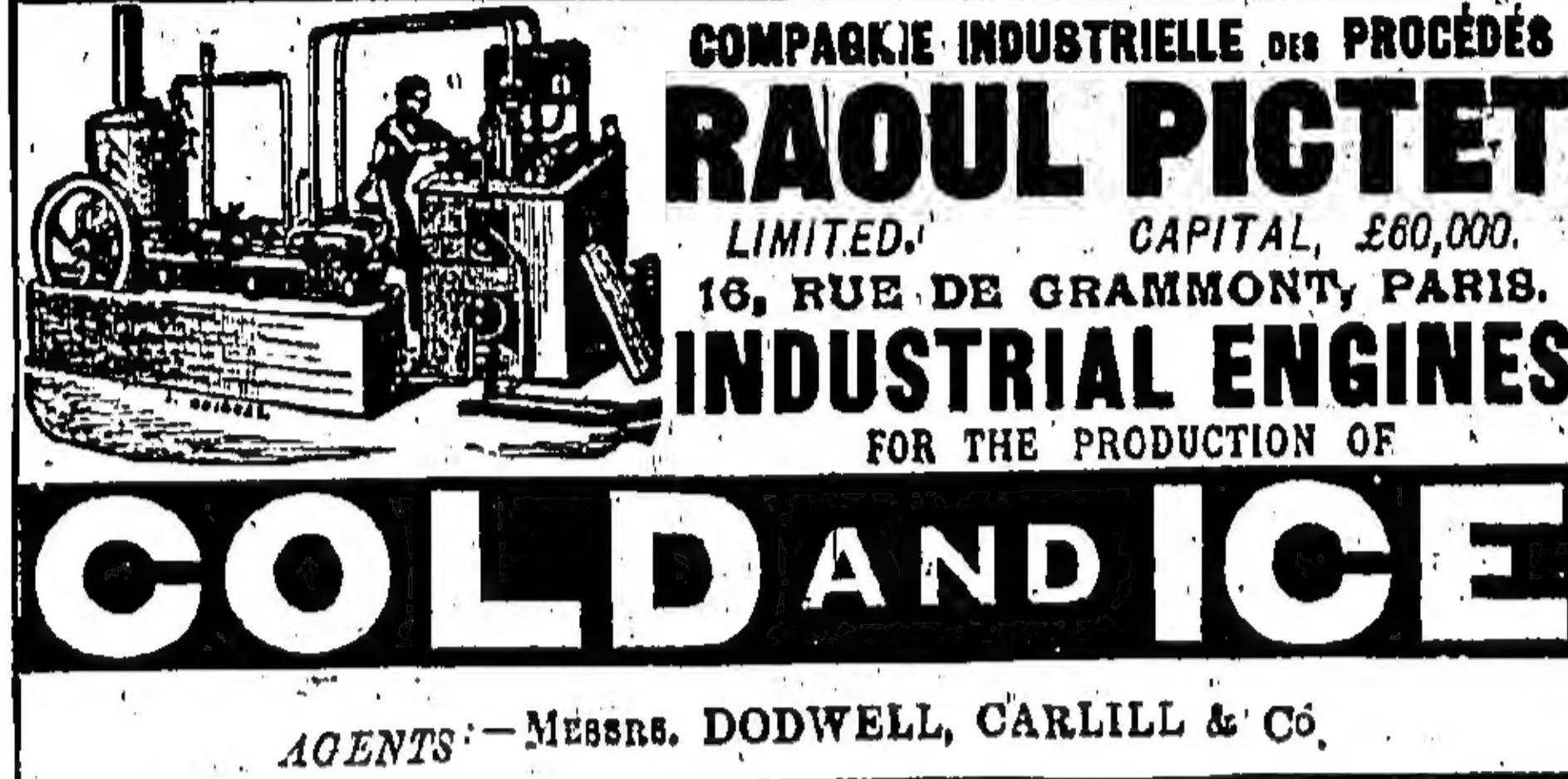
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CHINA NAVIGATION COMPANY,
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FOR SHANGHAI.

THE Steamship
"HOHOW," will be despatched on WEDNESDAY, the 4th December. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 30th November, 1895. [1661]

OCEAN STEAMSHIP COMPANY,
FOR YOKOHAMA AND KOBE.

THE Steamship
"DEVONHURST," Captain J. D. Reese, will be despatched on THURSDAY, the 5th December. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 30th November, 1895. [1662]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"GUTHRIE," Captain McArthur, will be despatched for the above Ports on SATURDAY, the 7th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.

A Stewardess, and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Managers, Hongkong, 25th November, 1895. [1663]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"CHFLYURA," Captain R. Cass, will be despatched as above on THURSDAY, the 5th December, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers, Hongkong, 30th November, 1895. [1664]

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.

THE Company's Steamship
"EUPLECTELA," Captain F. Morris, will be despatched as above on or about the 7th December.

For Freight, apply to ARNHOLD, KARBERG & CO., Agents, Hongkong, 26th November, 1895. [1665]

FOR BATAVIA, SOURABAYA, SAMARANG,
VIA SINGAPORE.

THE Steamship
"TETARTOS," Captain Duse, will be despatched for the above Ports on SUNDAY, the 8th December, at 4 P.M. For Freight or Passage, apply to WING CHEONG & CO., Agents, Hongkong, 26th November, 1895. [1666]

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.

(To follow the Steamers Strathclyde and Glengyle.)

THE Steamship
"MONMOUTHSHIRE," Captain Evans, will be despatched for the above Port on or about TUESDAY, the 10th December. For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents, Hongkong, 25th November, 1895. [1667]

"OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL."

THE Company's Steamship
"TELMAMON," Captain T. Pady, will be despatched as above on WEDNESDAY, the 11th December. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 26th November, 1895. [1668]

"OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL."

THE Company's Steamship
"ULYSSES," Captain Lapeyre, will be despatched as above on THURSDAY, the 12th December. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 26th November, 1895. [1669]

"TEVIOTDALE," Captain Gordon, shortly expected, will load here for the above Ports, and will have quick despatch.

For Freight, apply to SHEWAN & CO., Agents, Hongkong, 4th November, 1895. [1670]

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 3rd December, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

All bills, chaffed and damaged Goods are to be left in the Godowns where they will be examined on the 5th December, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th December, will be subject to rent.

Options of Cargo will be forwarded when notice to the contrary is given before 5 P.M.

TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents, Hongkong, 26th November, 1895. [1671]

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W. G. HUMPHREYS & CO.,

Agents, Hongkong, 26th November, 1895. [1672]

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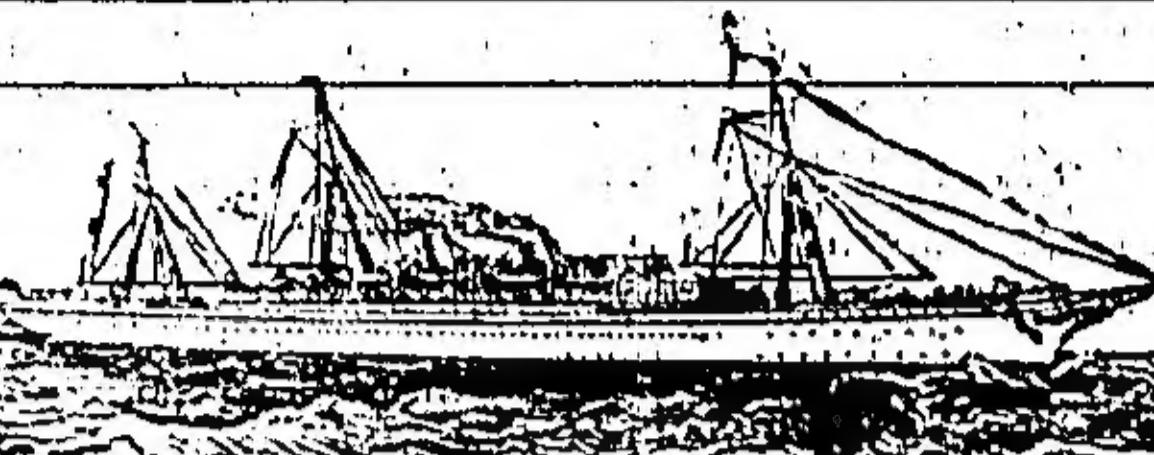
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EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 25th December.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 2nd January, '96

EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th February, '96.

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Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

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The attractive features of this Company's route, embraces its "ALATIL STEAMSHIPS" (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

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For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Padde's Street. [1673]

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PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

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VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

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Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama).....Thursday, 26th Dec., at Noon.

Gauhati (via Nagasaki, Kobe, Inland Sea & Yokohama).....Tuesday, 14th Jan., at Noon, 1896.

* This Steamer will carry no Passengers.

THE U. S. Mail Steamship.

"PERU"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 17th Dec., at Noon, taking Passengers, and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point on route.

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All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

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W. G. HUMPHREYS & CO.,

Agents, Hongkong, 26th November, 1895.

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